



October 18, 2011

Office of the Chairman

Effective November 23, 2010

Due to pending regulatory updates and on-going industry inspections and organizational restructuring, the following Commission Policy changes on the acceptance of certain applications will remain in effect indefinitely, but will be reviewed again on March 30, 2012:

Independent Taxicab Vehicle Numbers

The DC Taxicab Commission will continue its suspension of the issuance of new Independent Taxicab Vehicle Numbers.

New regulations addressing the issuance of independent taxi numbers are being promulgated and areas of concern will be addressed prior to reinstatement of this application process.

New Limousine Companies

The DC Taxicab Commission will not be accepting any new applications for New Limousine Companies until an audit and inspection of existing companies is complete.

New Limousine Operators

The DC Taxicab Commission will not be accepting new applications for Limousine Operator license. During this period, the Commission will assess the needs of the industry and re-evaluate educational and testing requirements for limousine operators.

New Taxicab Companies

The DC Taxicab Commission will not be accepting applications for New Taxicab Companies. During this period, the Commission will be conducting an extensive audit of the inventory of existing companies, associations and fleets to ensure compliance with regulations to include appropriate office space, vehicle inventory, internal record maintenance and EPA Safety standards.

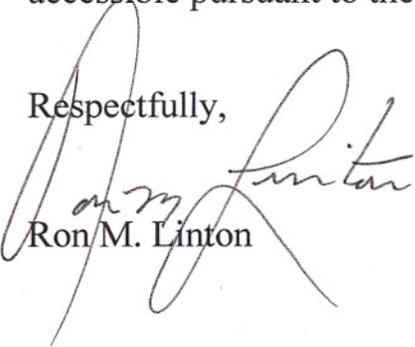
However, the DC Taxicab Commission will consider applications for new taxicab companies that will introduce a "Green" fuel efficient fleet of vehicles into the taxi market in the District of Columbia and Handicap Accessible taxicabs. "Green taxi" means a vehicle for hire with a driver, used by a single passenger or small group of passengers, that is powered by an environmentally-preferable fuel that, as determined by the District Department of the Environment via guidelines:

"1. Has lower lifecycle carbon emissions than gasoline or petroleum diesel, such as natural gas, propane, biofuels from low carbon, sustainable and preferably local sources, hydrogen produced from low carbon or renewable sources, and electricity; and

"2. Pollutes less than gasoline or petroleum diesel fuel."

The fleet must be inspected and approved by the District Department of the Environment. Additionally, ten percent (10%) of the fleet must be handicap accessible pursuant to the guidelines of the Americans with Disabilities Act.

Respectfully,


Ron M. Linton